

WEATHER:
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WASHINGTON, MONDAY EVENING, JULY 23, 1917.

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RUSSIAN TROOPS IN REVOLT

Official Orders to Shoot All Deserters Has Little Effect

By WILLIAM G. SHEPHERD,
United Press Staff Correspondent.
PETROGRAD, July 23.—Russia's army on the southwest front is "in a state of complete disorganization," with mutinous soldiers threatening to shoot those who oppose them, and long lines of thousands of deserters struggling to the rear. The morale of the fighters is gone.
It was this grave message received by the government's executive committee from the southwest front and just made public here today, that sent Premier and Minister of War Kerensky.

"A fatal crisis has occurred in the morale of the troops," the telegram declared. "Most military units are in a state of complete disorganization. Their spirit for an offensive has utterly disappeared. The men no longer listen to exhortations of their comrades, even replying with threats to shoot those who oppose them. For a distance of hundreds of versts (a verst is 3,500 feet) there are long files of deserters, armed and unarmed, all in good health, robust, with all shame lost, proceeding to the rear of the army. Frequently entire units desert in this manner.

"The commander-in-chief on the west was given orders to fire on deserters and runaways." Premier Kerensky will try once again the power of his personal appeal to stem the tide of the malcontents who have brought about the crisis. He left Petrograd armed with fullest powers.
The government today forbade the distribution in the army of all newspapers supporting Nicholas Lenine or other of the pacifist and ultra-anarchist leaders. Lenine and Trotzky, both of whom have been sought vainly by the govern-

ment, sent word today to an inquiry commission on the recent Petrograd riots that they were ready to surrender.
Despite this grave news from the southwest front, the Russian official statement today reported a signal victory over the Teutons in the Vilna neighborhood.
By a vote of 252 to 37, the workmen and soldiers' congress today granted "unlimited power" to the provisional government to re-establish the organization and discipline of the army and to take steps against a counter revolution and anarchy.

NATION LOSES BIG TONNAGE BY WRANGLE IN SHIP BOARD

By DAVID LAWRENCE.
(Copyright, 1917, by N. Y. Evening Post Co.)
What is the controversy between General Goethals and Chairman Denman costing the nation in ships? How much tonnage has been lost by the delay and what can the United States do if there is co-operation instead of friction?
Investigation of the statistics of the situation reveals as an answer the fact that approximately 250,000 tons of merchant shipping could have been built while the wrangling has been going on and that the daily loss to the United States is at least 8,300 tons.

First Object.
President Wilson returned to the White House today from a week-end rest, and the very first thing upon which he concentrated his mind was the shipping controversy. The figures tell the story of what has been happening, and they indicate that with Germany's renewed activity, the entire cause now has to count on losses from controversy as well as the submarine.
But while thirty working days have been lost since the urgent deficiency bill was passed, on June 15, and construction of a quarter of a million tons might have been credited to the shipping program had there been co-operation, the statistics obtained by this correspondent show also what an enormous capacity American shipyards really have for the building of merchant ships. It is a surprising strength and not only means an unprecedented output, but a tonnage that will give America a merchant marine of remarkable proportions for post-bellum trade—possibly 5,500,000 tons a year.

The average annual production of merchant tonnage in the United States before the war was about 400,000 tons. Now even without the assistance of the shipping board, the country has made rapid strides so that the actual production of steel ships in established shipyards today is at the rate of 2,000,000 tons per year. Old and new yards, building wooden ships averaging 3,000 tons each are producing them at the rate of 1,000,000 tons per year, a figure that would include also the contracts let by the Emergency Fleet Corporation.

3,000,000 Tons a Year.
In other words, the total estimated present rate per annum for both wooden and steel ships is 3,000,000 tons or an increase of about 2,600,000 tons for the present year. This is no mean record when it is remembered that the total of the entire world's production before the war was but 4,000,000 tons annually. But America can do even more if the Emergency Fleet Corporation acts wisely, co-operates with responsible shipbuilders, and if there is co-ordination all around. Here is what can be done—and this estimate is based upon an examination of data furnished some

Reichstag Spurns Pan-German Plan, Says Dutch Paper

A puzzling excerpt from a Dutch newspaper was received today by the State Department. It reads:
"The Reichstag majority parties have forced the government to declare a renunciation of annexations and indemnities, but from the incomplete report of the chancellor's speech seem not to have succeeded in securing the parliamentary system which they demanded and which constitutes the guarantee insisted on by the government."
The department is not in receipt of any information regarding Germany's renunciation of Pan-German policies.

U. S. TO JOIN ALLIES IN COMBINATION TO SET OCEAN RATES

The United States and its allies shortly will combine to regulate ocean freight rates. Negotiations already have developed almost to the point of maturity. The United States, England, France, Italy, and Japan have formally agreed to the principle of international ocean freight rate regulation. The result will be sharp downward revision of the high freight rates which have been charged on war supplies and practically all other freight.
The fact that ocean tonnage is short will not be taken into consideration by the new concert. The powers have concluded that they no longer will be bled by the private owners of ocean liners, but will pay only what is proved to be a fair profit over actual operating costs.

Deal Hastened.
The negotiations have been hastened by the announcement of President Wilson that the owners of the ocean shipping lines are exacting fabulous profits from the war business.
The President designated Chairman Denman, of the shipping board, and Counselor Polk, of the State Department, to open negotiations with the foreign powers looking to relief from the shipping interests.
Those officials have been in conference with J. A. Salter, requisitioning officer of the British admiralty, and Thomas Hayden, chairman of the rivied chartering board, who have been in Washington holding conferences.

Three Approached.
France, Italy, and Japan have been approached through diplomatic channels and have agreed to the principle of international freight rate regulation. It is understood they will enter actively into the regulation as soon as the Anglo-American program is completed.
The development is regarded as the most far-reaching regulation of a public utility attempted since the establishment of the United States Interstate Commerce Commission.

NEW INSTRUCTIONS ARRIVE.
AN ATLANTIC PORT, July 23.—American army officers who have been studying warfare in France arrived today ready to help train the new army.
The officers are Col. C. B. Baker, D. E. Aultman, W. B. Javes, and C. R. Sumner; Lieut. Col. E. D. Andrews, and S. H. Cheney, and Majors G. F. Simonds, W. E. Locke, and F. A. Ellison.

RECRUITERS SWAMPED BY RUSH HERE TO VOLUNTEER

Today is the busiest day local recruiting stations have ever experienced. Since the doors opened this morning a wave of men has inundated the stations.
A large percentage of them are men in the first draft.
The District Coast Artillery, the cavalry, and the infantry of the guard are rushed. The recruiting force is inadequate to meet the demands made upon it. The regular army station at Seventh street and Pennsylvania avenue northwest, is one of the busiest spots in Washington.

Marines Accept Men.
Marine recruiting officers today denied that they are refusing men whose names have been drawn. Although several scores of men applied there but three were enlisted. They are Walter O. Evans, 224 E street northeast; Thomas A. Pace, 1129 B street southeast; and Judwick H. Fitzgerald, 1720 Riggs street northwest.
Culled from among the stream of applicants at the army station Charles C. Tucker, Robert W. Waring, Joseph P. A. Tracy, Percy E. Herrington, and Thomas E. Gardner were sent to Baltimore for examination.
Stations will remain open until late tonight.

Wants Special Inducement.
He thinks, however, that some special inducements should be given him. He was drawn by Secretary of War Baker himself. If he doesn't get those inducements, he will claim exemption, he says.
There is another reason why he wants to be the first chosen. Across the street from where Drury works, Joseph A. Ferreo, of 350 Columbia road, also works. Ferreo was the second man drawn in his district. The two are competing for the distinction of being the first accepted.

D. C. EMPLOYEES STRIKE; DEMAND WAGE RAISE

Demanding an increase in wages which has, as yet, been denied them, six sheet metal workers and an equal number of helpers went on strike at the U. S. street repair shop of the District government today, and the work of the entire municipality is threatened as a result.
Construction and repair work, especially on the public school buildings, will be greatly hampered if the difference between the men and the city is not soon adjusted.
Until some steps have been taken by the Commissioners to give them an increase, the men say they will remain on work.

FILIPINOS DO THEIR BIT.
PERMANENT CAMP OF THE AMERICAN EXPEDITIONARY ARMY IN FRANCE, July 22 (delayed).—Filipinos are "doing their bit" with the American Sammas.
All mess attendants here are from the islands, except one lone negro.

U. S. TRACTION OWNERSHIP IS SUGGESTED AS STRIKE CURE

It was announced today by Senator Pittman, acting chairman of the special committee of the Senate which investigated the strike on the lines of the Washington Railway and Electric Company, that he committee would be unable to give relief to the striking employees.
The committee believes that Congress has no power to compel the company to re-employ these men.
Might Be Persuasive.
The only suggestion made by counsel for the employees according to Senator Pittman, is that a committee of recommendation might have a persuasive effect, but the committee does not believe such a recommendation alone would be effective.
The committee has not prepared its report.

The committee will consider in its report what legislation should be recommended to prevent a recurrence of strikes. Senator Pittman believes this can be accomplished either by the Government taking the property over or by the creation of a commission empowered to regulate hours, wages, traffic, and fare creation of such a commission probably would necessitate enlarging functions of the present Public Utilities Commission or establishing new commission.
Senator Pittman gave out a statement today for purpose of meeting inquiries.
"As no present action can be had before the December session of Congress, it is considered advisable for the committee to prepare a very full and comprehensive report dealing with this in the case and possible legislation that in the future will obviate necessity of strikes and prevent an interruption of traffic," he said.

Feasible Courses.
"The committee realizes that this can be done in two ways. Either by the Government taking over the roads, or by the Interstate Commerce Commission, with full powers to regulate the traffic, to fix fares and to establish wages."
"The committee would be glad to state that the matter of eliminating strikes and preventing interruption of traffic as if the Government owned the roads."
Senator Pittman said he was not assured of the committee would be, but they would follow one of the suggested; that the committee would be glad to state that the matter of eliminating strikes and preventing interruption of traffic as if the Government owned the roads."

VALOR MEDAL FOR ROOT.
NEW YORK, July 23.—Elihu Root will be awarded the first valor medal of the defense committee of the National Arts Club, on his return to America, in recognition of his success as head of the mission to Russia.

IN GERMANY



Restless Days in Germany.



Sleepless Nights in Germany.

GIRLS TO OPERATE ELEVATORS FOR BIG REALTY FIRM

The first systematic attempt in Washington to replace male elevator operators with girls is now being made by the Thomas J. Fisher Real Estate Company, according to an announcement today. The company, finding trouble in keeping male operators decided to "break in" a corps of women.
Three of the apartment houses for which the company is agent today have women operators. Under the laws of the District, a license is not granted an elevator operator until after an apprenticeship of thirty days. As the thirty days expire, the girls will be licensed as regular conductors. Other firms, awaiting the outcome of the Fisher company's experiment, probably will follow suit if it is successful, it is said.

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Crowder Shatters Exemption Hopes Of Federal Clerks

Chances of sweeping exemptions of Government clerks from the draft faded today when Provost Marshal General Crowder announced that he would decline to ask exemption for six civilian members of his office staff, drawn in the draft, in order to "set an example for other Government departments."
One of the drafted men is General Crowder's personal stenographer.

MRS. MOONEY TO KNOW HER FATE BEFORE DAWN

SAN FRANCISCO, July 23.—Before another dawn Mrs. Rena Mooney, charged with complicity in the preparedness parade explosion, one year ago, expects to know her fate.
After weeks of testimony, Deputy District Attorney Louis Ferreri made his closing argument, and Judge Sweeney followed with his instructions today. By early afternoon it is expected the case will be in the hands of the jury. The district attorney has asked for a verdict of guilty and the death penalty.
The defense has asked acquittal on the grounds of an alibi.

PRESIDENT IS FIRM FOR ONE-MAN RULE OF FOOD SITUATION

A test of strength between the President and the section of the Senate that succeeded in amending the food control bill to create a three-man commission in place of giving Herbert Hoover complete authority is at hand.
The White House allowed it to be known today that the Administration stands firmly on its demand that the one-man directorship be retained.
Indications that another long controversy over the bill between the two Houses will develop, became strong at the Capitol this afternoon. Although Senator Chamberlain, who is in charge of the bill on the Senate side, has predicted the final passage of the bill this week, it has become very doubtful whether such quick action will be possible. It is more likely to be ten days or two weeks before the bill is enacted in the opinion of many of the leaders.

CANADIANS IN WEIRD DRIVE CRUMPLE LINE OF 700 YARDS

By WILLIAM PHILIP SIMMS.
WITH THE BRITISH ARMIES IN THE FIELD, July 23.—Wearing gas masks and moving like specters in the night, Canadian troops early this morning penetrated the German lines to a depth of 300 yards on a 700-yard front east of Avion.
It was a spectacular local attack of the kind which British forces have been keeping the Boche nervous for the last few weeks.
Casualties Are Numerous.
Up to 4 o'clock this morning sixty German prisoners had been accounted of the bunch sent to the rear by the Canadians.
The score of enemy dead and wounded must have been many times this.
The Canadians stormed their way through the byways of a brick field. It was tough going, for the Germans fought desperately, but they could not stem the Maple Leaf boys' fury. The battle extended farther and farther back until it swarmed over an embankment. Beyond, the Germans stopped to reform their lines and prepare for a counter attack.

Dugouts Blown Up.
The breathing space gave the Canadians time to blow up innumerable dugouts with which the slope was honeycombed.
There wasn't time enough to call the Germans out of these caves and make them prisoners, because the enemy beyond was starting the attack. So most of them perished in storms of grenades hurled down the dugouts.

MEN WHO GOT LIQUOR FOR SOLDIERS FREED

Differing with police officials and agents of the Department of Justice who believe that persons purchasing liquor for soldiers are liable to prosecution under the law, Assistant United States Attorney Ralph Given today declined to file charges against persons arrested Saturday night for purchasing liquor for soldiers.
Mr. Given based his action on strict interpretation of the law, a section of which reads: "It shall be unlawful to sell any intoxicating liquor, including beer, ale, or wine, to any members of the military forces while in uniform."
Mr. Given would make no statement as to what action might be taken in the cases of persons who serve liquor to soldiers which was purchased by someone else.

FEAR SOLDIER'S WIFE HAS TAKEN HER LIFE

Missing from her home at 909 Eighth street northeast since Saturday, July 14, Mrs. Mary H. Westley, wife of T. W. Westley, post blacksmith at Fort Myer, is being sought today by the police. The husband has asked that his wife be dragged. He said that his wife had been worrying over difficulties in operating a home on little money under war conditions, and that he feared she had drowned herself.